

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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Staffing of Rumanian Airfields

1. A typical Rumanian airfield might be occupied by two air regiments which always received logistical support from an airfield service battalion (Batalion de Servire Aerodroame - BDA). In theory the senior officer of one of the air regiments was to act as Airfield Commander also; practically speaking, the more "politically reliable" officer was assigned this duty. The Airfield Commander had under his command all units based at the airfield proper, i.e., both air regiments and the BDA unit.

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- a. The Airfield Commander was subordinate to the Air Division Commander. The Air Division Headquarters [] was located in the nearest populated district.
- b. Under normal conditions, if an air division changed location, the two or three air regiments subordinate to it and the BDA logistical support unit also moved to the new location. In most cases of change in location, however, other factors also came into consideration. For example:

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(1) [redacted] the 7th Bomber Div. at Brasov and its two subordinate regiments, the 6th and 17th Bomber Regts., were to move to another airfield. The Division Commander, Lt. Col. Nicolae CONTA had on several occasions inspected other airfields in an attempt to choose a new site. Personnel of the two regiments and BDA number 6 had discussed how this projected move would affect them. It was considered a certainty that BDA number 6 would split if the move should occur, since the 7th Fighter Regt., also located on Brasov Airfield, made use of BDA number 6 services. It was expected that one-half to two-thirds of the personnel of the original BDA number 6 would move to the new location; the rest were expected to remain at Brasov.

(2) The 4th Assault Div. had been in Brasov since the Fall of 1951. Its two subordinate assault regiments were, however, stationed on Sibiu/Turnisor Airfield, and serviced by BDA number 4. It was expected that, upon departure of the bomber regts. from Brasov Airfield, the two assault regiments would move from Sibiu to Brasov, and also bring supply unit BDA number 4. This latter supply unit would probably consolidate with the fragment of BDA number 6 left at Brasov.

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[redacted] the 7th Bomber Div. and 6th and 17th Bomber Regts., had moved to Ploesti/Targosorul Nou Airfield. If this move actually occurred [redacted] the procedures described above were also carried out.

Logistical Support Units

2. The Aeronautical Arsenal (Arsenalul Aeronautic) and its support unit the Arsenal Battalion (Batalionul Trupeii Arsenalului Aeronautic) at Bucharest/Cotroceni Airfield existed between 1930 and 1943. Before World War II, most of the Air Force recruits were sent to the Aeronautical Arsenal for indoctrination and some basic training; this procedure was discontinued during or just after the war. During World War II, the Arsenal had aircraft repair facilities and a laboratory which the Germans had developed and which was used to test aircraft engines and instruments. These laboratory facilities were dismantled shortly after the war.
3. The Aeronautical Arsenal and its support battalion had been located in the westernmost buildings and in four hangars on the northern periphery of Bucharest/Cotroceni Airfield. In 1943 the Aeronautical Arsenal and the Arsenal Battalion were absorbed by, and renamed Workshops of the Military Aviation Subsecretariat (Atelierele Subsecretariatului Aviatiei Militare -- ASAM). ASAM engaged strictly in aircraft engine and airframe repairs and existed until 1947 or 1948, at which time it was renamed Dinamo and became subordinate to the Dinamo Electrical Equipment Plant which was then installing its manufacturing facilities on the northern side of Bucharest/Cotroceni.
4. The Dinamo Aircraft Repair Shops and Dinamo Electrical Equipment Plant coexisted until 1950-1951 when the Dinamo Aircraft Repair Shops split in two; one section was moved to Medias Airfield /4610N-2422E/ in 1950 and retained the name Dinamo Aircraft Repair Shops; the second section was moved to Bucharest/Pipera Airfield /4429N-2607E/ in the Fall of 1951 and was renamed Aircraft Repair Shops No. 1 (Ateliere Reparatii Material Volant No. 1 -- ARMV)

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5. Aviation Supply Depot number 2, Bucharest/Cotroceni Airfield (Gruparea de Deposite No. 2), was located, as of March 1952, in the same complex of buildings as the old Aeronautical Arsenal. [redacted]
25X1 [redacted] this supply depot was the original supply store of the
25X1 Aeronautical Arsenal and after 1943 of the ASAM Repair Shops. [redacted]
25X1 [redacted] Aviation Supply Depot number 2 had been formed and was subordinate to the CFAM Hq. (RumAF Command Hq.) and that it was no longer considered part of ASAM. From 1945 to March 1952 this depot was considered the major RumAF supply outlet and serviced all airfields in southern and southeastern Rumania, including the Bucharest area. Since 1951 Aviation Supply Depot number 1, Bucharest/Cotroceni has also been the major RumAF motor vehicle repair shops. [redacted]
25X1 [redacted]
6. [redacted] Aviation Supply Depot number 1 at Cristian (Gruparea de Deposite No. 1, Cristian) second in importance to the one at Bucharest/Cotroceni Airfield, although both were considered generally very poorly stocked, since they both still operated with World War II surplus parts. [redacted] no shipments to the two supply depots from the Satellite countries or the USSR between 1945 and March 1952.
25X1 [redacted] the Cristian depot did not engage in aircraft
25X1 repairs or aircraft parts production. The Depot serviced RumAF units in the Transylvania region.
- [redacted]

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